

Ban to Stay On Beer Until Ratification

Keeping of U. S. Troops in Germany Also to Delay Full Demobilization, President Wilson Says

WASHINGTON, July 10.—"No peace, no beer," is the way Congress interpreted the President to-day on the prohibition question. The President told visitors he could not issue the proclamation declaring demobilization completed until after he had issued his proclamation declaring peace.

This means there can be no lifting of the wartime prohibition ban until the Senate has ratified the peace treaty. The President made it clear to visitors that several other obstacles stand in the way of a speedy demobilization. One is that it may be necessary to keep troops in Germany for some time, so as to prevent any one being nervous about possible outbreaks. This is especially necessary because Germany not only has millions of trained veterans, but has a very large supply of munitions still, which she will gradually surrender until she has only enough to make the number of troops allotted by the Allies.

Despite the depressing effect of this news, House wets to-day renewed their assault on the Volstead prohibition bill. Representative Steel, of Pennsylvania; Curry, of Michigan; Newton, of Missouri; and Siegel, of New York, presented the wets' side against Representative Blanton, of Texas; Tinch, of Kansas; and Valle, of Colorado.

Dyer Rebukes Volstead

Representative Dyer charged Chairman Volstead of the Judiciary Committee with mistaking the attitude of the Internal Revenue Bureau on the question of intoxicating liquor in his speech on Tuesday when he said: "Let us add that the Internal Revenue Bureau of the United States has treated and taxed everything that contained more than one-half of one percent of alcohol as intoxicating liquor and has treated everything below that as non-intoxicating."

Mr. Dyer then quoted from the records of the hearing before the Senate Judiciary Committee when Deputy Commissioner of Internal Revenue Gaylord, in response to a question as to how the revenue bureau determines whether liquor product requires payment of tax, had said: "It is determined according to the percentage of alcohol. Of course, the percentage of one-half of one percent was fixed originally when beer began to be taxed. Since that time, however, it has always been classified as fermented liquor. The standard was not reached at that time or was not intoxicating. The standard was set for the purpose of saving as much revenue as possible."

State Laws Needed, Says Steele

Representative Steele, of Pennsylvania, argued that the Volstead bill, even if passed by Congress, cannot be enforced in any state unless the state first passes a bill embodying similar provisions.

The correct definition of the word "concurrent" was the subject of Representative Steele's attack. Citing a dictionary definition and various court rulings, he said the concurrent power of Congress and the state to enforce meant virtually working together to enforce.

Def. Wayne B. Wheeler, counsel for the Anti-Saloon League, had a different definition, according to Mr. Steele. This was that concurrent power to enforce meant equal power to enforce, and that if a state should refuse to enforce the Volstead bill, the government still would have the right to enforce it.

Mr. Steele then pointed out what he said was the fallacy in Mr. Wheeler's interpretation of the word "concurrent."

"Suppose," he said, "that the Volstead bill is passed. Then Rhode Island, where a state law already legalizes the sale of 4 per cent liquor, would be in a strange position. If the state should refuse to prosecute persons selling liquor with more than one-half of 1 per cent alcohol, the government could sue in and prosecute."

Not Equal Power

"In other words, there would not be, as Mr. Wheeler says, equal power. The government would be supreme. Then what becomes of his definition of concurrent power?"

"I do not believe the people of this government will stand for any such interpretation of the prohibition law. If the word concurrent means what it means, the Volstead bill cannot be enforced in any state in the Union that does not agree to the provisions of that bill."

Representative Blanton, of Texas, and others disputed Representative Steele's contention. Representative Blanton pointed out that State Circuit courts and United States courts, without consulting each other, could grant citizenship under concurrent power granted them.

Representative Newton, of Missouri, between tilts with Representative Blanton, of Texas, decided to know why Congress did not specifically mention light wines and beer in the constitutional amendment if it meant to bar them.

"No one but the courts," he said, "has the right to say what is an intoxicating liquor. If Congress tries to do that, prohibition will be an issue for years, but if the courts decide, the matter will be settled at once and forever."

"You cannot enforce the Volstead law unless there is public sentiment to that effect," declared Representative Siegel, of New York. "If a person gets sick on a train and is given whiskey he will be liable to imprisonment."

More Saloons Are Preparing to Quit

Murray's, Oldest Bar in State, Closes Doors After Serving Liquor for Over 75 Years

More saloons in every district in New York either closed their doors yesterday or prepared to when it be-

came evident they could no longer struggle against prohibition. It was said 72 new licenses had been turned in for rebate at the offices of the State Excise Department, but that many probably would be given up August 1. Since no rebates are granted for a fraction of a month, it factor was not expected reports of saloons closing would be received until the end of July.

Murray's saloon, for seventy-six years a family institution at 72 Roosevelt Street and said to be the oldest saloon in the state, already has closed. Representatives of the estate of Charles Murray, original owner, decided that war beer and diluted wine were not sufficiently desirable in the old Cherry Hill district to make a continuance of the business profitable.

Murray's once was the centre of political and social intrigues when the Irish occupied Cherry Hill to the exclusion of every other nationality. During its three-quarters of a century of continuous business it catered to many of the historic Irish leaders who, for various reasons, including those of personal safety, found it desirable to spend a part of their time among friends in the United States. Robert C. Davy, counsel for the Anti-Saloon League, delivered an address during the evening at an open air meeting at the East Side Y. M. C. A., in which he said:

"The results of the prohibition emergency law in New York City, which might have been anticipated, have been mixed. Some men engaged in the business of selling liquor have proved that they are true, self-respecting American citizens and the law consistently conducted themselves and their business with due regard to the requirements of the law. On the other hand, others have taken advantage of the law to believe that these constitute the great majority, have been running true to the law. This is not to be excused on account of ignorance."

"They are enemies of the commonwealth and they are undesirable. However, within a few days the enforcement measure now before Congress will be enacted into law, and the Department of Justice will then have the necessary legal equipment and enforcement machinery, and what Justice Victor Dowling recently said will be—this law will be enforced."

Women Sip Soda at Bar Of Hotel Pennsylvania

Foam of beer—only 2.5 per cent, but still beer, mingled with the suds of cream soda in the drip pan of the Hotel Pennsylvania bar yesterday. On the further side of the mahogany rampart, dainty, pointed slippers reached timidly for the brass rail and the cream soda in the drip pan of the Hotel Pennsylvania bar yesterday. On the further side of the mahogany rampart, dainty, pointed slippers reached timidly for the brass rail and the cream soda in the drip pan of the Hotel Pennsylvania bar yesterday.

Prohibition had won another victory for Equal Rights. Women were being admitted to the cafe, and another of man's exclusive privileges had vanished.

Sodas and sundaes were served by harassed looking bartenders who saw the life of soda clerks staring them in the face. Men whose habit it had been to cry "soda" and "one on the peace conference and kindred topics loved by their voices, sipped delicately and fled.

None of the women called for beer, but the bartenders professed themselves ready to serve it to them.

Fear of Lack of Jobs Keeps Doughboys Abroad

Many Soldiers Get Married and Stay in France, Says Maine Lieutenant

The high cost of living in America and French propaganda concerning cheap living in the smaller cities of France have made inroads on the strong feeling of homesickness that has prevailed with the A. E. F., according to some of the troops who arrived yesterday from Brest on the transport Manitou.

Among the 2204 warriors on the vessel was Lieutenant Ethan Armstrong, of Bangor, Me., whose bunkie was stolen by a wealthy French widow of the Marne Valley a few weeks ago. The loss of his pal, who is now director of a prosperous estate near Paris, did not prejudice Lieutenant Armstrong against coming home. America is the only place in the world for him, he said, but there are plenty of soldiers of the A. E. F. who have married and settled in France because of the reports of the difficulty of finding jobs at home and the high prices prevailing here.

Among the units that returned yesterday on the Manitou were the 22d Engineers Headquarters, First Battalion, 107th Cavalry, 82d Ordnance Casual Company, First Battalion Military Police and the 269th, 270th, 281st and 659th Aero squadrons.

Fire Alarm in Flats Starts Panic of Tenants

Tenants of a five-story building at 439 East 145th Street, The Bronx, were jammed, panic-stricken in the hallways last night when Patrolman Thomas Lenahan, of the Alexander Avenue police station, who had seen smoke bursting from the cellar and first floor of the place, raced up the stairs. After directing those in the hallways to the fire escape in the rear and supervising their exit, Lenahan returned to hunt for stragglers.

Finding Mrs. Bridget Lahey unconscious on the third floor, he carried her out, making two more trips in which he rescued Francis Hues, seven years old, and Albert Ward, four years old, both of whom had been overcome by smoke on the fourth floor.

William Crane, three years old, was carried out by Fireman Michael Keegan, of Hook and Ladder 29, who found him senseless on the top floor. John Wall, of 471 East 145th Street, followed Keegan into the house and carried out Mrs. Philip Garry and her three-year-old daughter, Amy. All of those overcome were revived and remained with neighbors. The firemen put the fire out in quick time. The damage was estimated at \$1,000.

\$500,000 Watertown Fire

WATERTOWN, N. Y., July 10.—The Taggart block, a four-story brick building, located on public square, in the heart of the business section, was destroyed by fire, causing a loss of between \$400,000 and \$500,000.

All tenants occupying the upper floors of the building are believed to have escaped.

MANHATTAN

Fourth Avenue, cor. 25th St. Eldridge St., cor. Rivington St. East Houston St., cor. Essex St. Seventh Av., bet. 48th & 49th St. Lexington Av., cor. 124th St. Grand St., cor. Clinton St. E. 72d St., bet. Lexington & 3 Aves. Eighth Av., cor. 127th St.

BROOKLYN

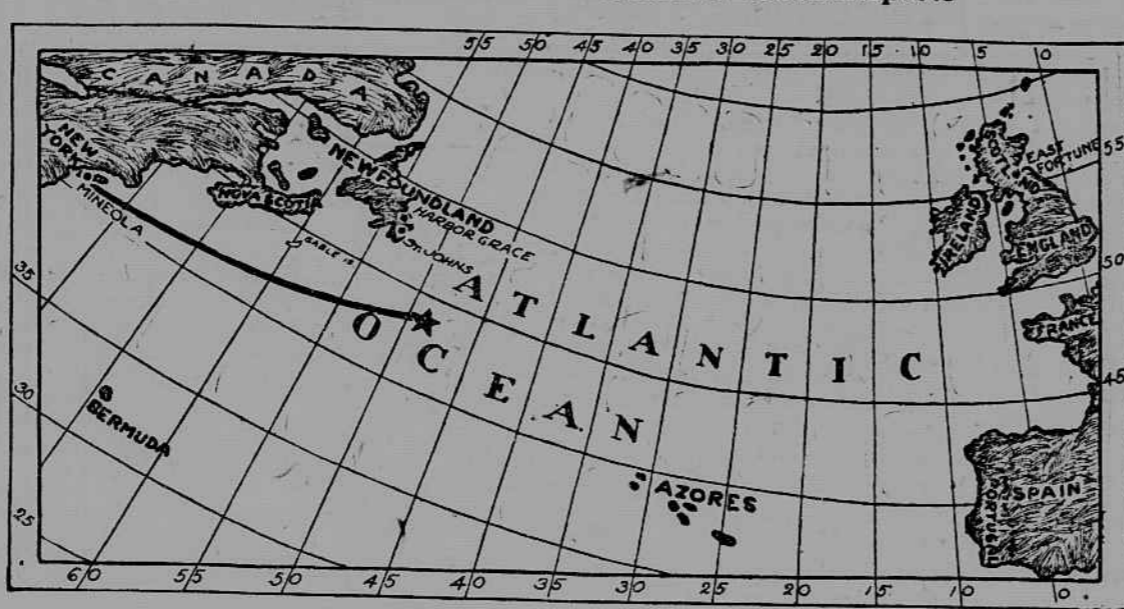
Courtlandt Av., cor. 148th St. Smith St., cor. Livingston St. Graham Av., cor. Debevoise St. Pitkin Av., cor. Rockaway Av.

1% PER MONTH ON PLEDGE OF PERSONAL PROPERTY

THE PROVIDENT LOAN SOCIETY OF NEW YORK

Office Hours: 9 A. M. to 5 P. M. Saturdays, 9 A. M. to 4 P. M.; from first Saturday in June to first Saturday in September, both inclusive, 9 A. M. to 1 P. M.

Route of R-34 and Point Reached at Latest Reports



R-34 Covers 1,000 Miles in Fifteen Hours

Continued from Page 1

as the fiftieth meridian and probably much further. The weather report compiled by Forcaster Bowie concluded:

"You will have strong westerly winds next twenty-four to thirty-six hours, with some clouds and a falling barometer. My advice is to keep well south and take advantage of westerly winds attending rapid eastward movement of disturbances north of latitude 45. Good luck and a quick trip."

The log of the return flight of the R-34, based on radio messages received to-day by the Navy Department, follows:

Received at 12:22 a. m.—Left Long Island 11:57 p. m., Wednesday, for East Fortune, Scotland.

Received at 2:22 a. m.—R-34 course 90 degrees true, speed 49 knots at 2:25 a. m.

Received at 4:35 a. m.—R-34 at 8 Greenwich mean time (4 a. m. New York time) position 70.30 west, 40.97 north (approximately 135 miles east of American coast).

Received at 7:30 a. m.—Position at 11:10 Greenwich mean time (7:10 a. m. New York time), latitude 40.15 North, longitude 65.50 West, 345 miles out.

Received 10:28 a. m.—Position 63.30 West, 41.15 North; course east, magnetic making good 50 knots, 14:12 Greenwich mean time (10:12 a. m. New York, N. Y.), 470 miles out.

Received 12:7 p. m.—Position at 16:00 Greenwich mean time (11:36 New York time), latitude 42.00 North, longitude 80.50 West, sixty knots. All well, 600 miles out.

Received 11:38 a. m.: "We are doing eighty miles now."

Received 2:04 p. m.: "Admiral Commanding, Naval District Roosevelt Field, Mineola: Officers and crew of R-34 desire to express their sincere gratitude for the valuable and efficient assistance they have received during the mooring of the R-34 at Mineola. All is well, making good progress. Distance covered 630 miles in 12 hours. Making for London. (Signed) Scott."

R-34, 600 Miles at Sea, Sends Thanks to Navy

Craft Making Rapid Progress When Distance and Static Conditions Checked Wireless

Out of the air 600 miles at sea Major G. H. Scott, commander of the British superdirigible R-34 flashed a message of thanks to the United States Navy yesterday. The message was addressed to Rear Admiral James H. Glennon, commandant of the 3d Naval District. It read:

"The officers and crew of R-34 desire to express their sincere gratitude for the valuable and efficient assistance they received during the mooring of the R-34 at Mineola. All well. Making good progress."

The rapid progress of the airship was recorded at the radio station of the Naval Communication Bureau in the Whitehall Building up to about 4 o'clock this morning. At that time the craft was travelling so fast that she had run out of direct wireless communication. The first message received came in at 2:45 a. m. and read:

"Everything O. K.; bound for England." At 3 a. m. this was received: "Speed forty-nine knots; going well; everything O. K."

This was followed at 3:45 a. m. by the following message: "We are making rapid progress."

After the receipt of this message it was announced that the signals of the dirigible had become unreadable, owing to her speed and static conditions.

An air of quietude prevailed at Roosevelt Field yesterday. The 200 men under command of Lieutenant Henry W. Hoyt, United States Navy, will be retained at the field until word is received that the R-34 is safely housed in her hangar at East Fortune, Scotland. This is merely a precautionary measure.

The officers and men of the British landing party, which preceded the dirigible to this country, will return to England on the first available steamship.

With them will go William Ballantyne, who has achieved fame as the first transatlantic aerial stowaway in history.

Aero Club's Gold Medal Given Lt. Com. Read

Lieutenant Commander Albert Read, skipper of the seaplane NC-4, yesterday received the gold medal of the Aero Club of America, in recognition of the first transatlantic flight.

Alan R. Hawley, president of the club, made the presentation at a luncheon at the Waldorf-Astoria. At the same time he gave the club's Aviation Medal of Merit to Lieutenant Commander P. N. L. Bellinger, Lieutenant Commander John H. Towers, and each of the crews of the three seaplanes which attempted the flight.

Baron D'Estournelles de Constant, president of the Aviation Commission of the French Senate, speaking at the luncheon, said that in the future the world will depend upon flyers to preserve peace.

"Suppose the Germans suddenly made a new attack on France," Baron de Constant said. "Our only protection would be an aerial fleet, always kept ready by our allies, which, at a moment's notice, could rush to our aid. Navies would be too slow, out of certainty of an immediate defensive action by an international air force undoubtedly would make the Germans hesitate."

"Air fleets will be the only adequate international defence agencies in the future. Armies and navies will be of no use to prevent war, because they could not reach the scene soon enough. They will be of service only to punish the aggressor."

Messages of congratulation were received from Francis M. Hugo, Secretary of New York State; General C. T. Menoher, director of the air service; Josephus Daniels, Newton D. Baker, William G. McAdoo and Major G. Reed Landis. Admiral James H. Glennon, commanding the 3d Naval District; Admiral B. S. Fiske and Lieutenant Commander Zachary Lansdowne, U. S. N., who came over on the R-34, attended the luncheon.

Dirigible for Freight, Plane for Passengers

The dirigible is the freighter of the future; the airplane the passenger carrier.

This is the opinion of F. H. Russell, president of the Manufacturers' Air-

craft Association, expressed yesterday in discussing the commercial significance of the visit of the R-34.

"I look for an immediate remarkable development in dirigibles," he said. "The promise of increased American resources of helium gas assures the factor of safety which hitherto was absent from balloons. Those who are looking into the future foresee the early use of the dirigible as a carrier of freight or bulk goods and the increased use of the airplane and flying boat to carry passengers, mail and other matter, where time in transit is the primary factor."

"The future traveller from New York to London may move with comparative comfort by dirigible if he has two or three days in which to make the trip, but if he wishes to jump from city to city in fifteen hours he will go by airplane or flying boat."

The use of helium—a non-combustible gas—will affect the construction of dirigibles, Mr. Russell declared. Instead of having the cars suspended from the balloon itself, they, with their engines, will be inclosed within the envelope, once the fear of explosion has been done away with.

"It would be useless for America to neglect the development of lighter-than-air craft," Mr. Russell continued, "and the visit of the R-34 is once an inspiration and a warning. We were pioneers in balloon as well as airplane construction, and the fact that both France and Great Britain avowedly are competing for the supremacy of the air should impel us to do all we can to justify our claim as aerial pioneers."

Ocean Flight on R-34 Cost \$350 Per Man

The cost of carrying every man aboard the British dirigible R-34 across the Atlantic is \$350.

These figures were worked out by Colonel William Hensley, jr., the American observer on board the R-34 for the eastward flight, just before the airship left Roosevelt Field.

Owing to the difficulty of obtaining correct prices for the British standard of measures used, the figures, he said, are approximate.

In the first place, the eighty-one gasoline tanks carried by the R-34 are all measured in imperial standard gallons, which have the ratio of approximately five to six when compared with the United States standard gallons. The United States gallon is slightly smaller than the British.

Under these circumstances the R-34 carried approximately 6,000 United States gallons of gasoline on her flight east, which would cost \$3,600. The lubricating oil cost \$400. The hydrocarbon gas, at \$8.50 a thousand cubic feet, cost altogether \$7,000.

Although this works out at \$350 for each man on board, it is not a fair comparison as to operating cost on a commercial basis. In addition to crew and passengers, the airship can carry a considerable load of express, freight and mail matter. The fees received for this would cut down the cost of carrying passengers.

While the R-34 was compelled to take on extra hydrogen while here, it

did not amount to half of her total requirements. The total amount actually taken on board is not yet available.

In flying from Scotland to Mineola the R-34 used up virtually all of her fuel. This was occasioned by the tremendous head winds she had to fight all the way across.

On her present flight Major Scott, her commander, expects to maintain an average speed of fifty knots an hour with only three engines running. This will reduce the gasoline consumption considerably.

Although it is impossible to predict with certainty just how much fuel the ship will use on her eastern flight, it will probably be in the neighborhood of 3,000 United States standard gallons if the weather conditions are favorable. If this proves to be the case, the cost of carrying each man will be reduced to about \$280.

Ballroom a Seaplane Cabin for NC Banquet

The grand ballroom at the Hotel Commodore was fitted up last night to the last detail as the cabin of an NC flying boat, in which was served a dinner for the officers and crews of the NC-4, NC-3 and NC-1. Other guests were military and scientific experts who helped in the development of the first machine to fly across the Atlantic and the representatives of several newspapers.

Glenn H. Curtiss, for whose name the "C" in NC stands, was the host and intended that no publicity should attend the dinner. His plans went wrong, however, for once.

The "cabin" in which the diners seated themselves was that of the "NC-4," bound from New York to Plymouth, England, in May, 1920. Along the sides were ports through which could be caught glimpses of a swift panorama of cloudland, through which occasionally drove other flying boats or huge dirigibles. At intervals the sea, remotely rippled by the gale on which the "NC-9" drove along, appeared through gaps in the clouds.

Wireless Line Busy

There was even a wireless, operated by Jack Bings, who sent the "messages" received to the guests for whom they were intended by a feminine hand. There was nothing feminine, however, about the host whose preliminary call: "All hands stand by to get under way!" and the "followed by the officers' call on a bugle, an aeronautical air of expectancy and departure to the ballroom."

Quite appropriately, the fish was served just as the "NC-9" reached "mid-ocean" and was gathering in wireless gossip from both hemispheres and the upper and nether world. The diners drank a silent toast in ice water when Brigadier General Charlton, British air attaché, received a "message" from General Maitland aboard the R-34 making an appointment for a meeting at the Savoy bar.

Another "message" from the R-34 warned the CX-9 to keep to its own

side of the road and not go cluttering up other folks' sky.

"For goodness' sake," scolded the big dirigible, "keep clear of our track and follow the road laid down by the Bureau of Navigation!"

There was a masque showing the development of navigation from the time was inscribed: "From Glenn H. Curtiss to—, commemorating the first transatlantic flight. In addition, each member of the three crews received a gold watch, engraved upon the back with an inscription concerning the flight, whose dial guard formed the letters "NC."

Souvenir Books for Guests

Two souvenir books were given to each guest. One of them was a book of navy songs. The other gave a historical sketch of the development and attainments of the NC machines, particularly the NC-4. It was bound in silk, elaborately decorated and each contained an engraved list of the guests at the dinner.

The medallion given to the guests was four and a half inches in diameter and was inscribed: "From Glenn H. Curtiss to—, commemorating the first transatlantic flight, May 31, 1919."

On one side it bore the figure of Liberty grasping an airplane propeller in each hand and, on the other, an NC 'plane in full flight above the world, a caravel such as Columbus used appeared dimly in the background.

Irvin S. Cobb Toastmaster

Irvin S. Cobb was toastmaster. Among the others present were Lieutenant Commander A. C. Read, commander of the NC-4; Commander John H. Towers, of the NC-3, flight commander; Lieutenant Commander P. N. L. Bellinger, of the NC-1; Chief Special Mechanic E. Harry Howarth, engineer of the NC-4, who was unable to make the flight because of an accident just before the start, which cost him his hand as well as the trip; Admiral James H. Glennon, Captain Powers Symington, Noble E. Irwin, Dr. A. F. Zahn, C. M. Manley, Frank H. Russell, J. N. Willys, Captain Norman P. Hall and Commander E. W. Cabaniss; Admiral D. W. Taylor, Commander G. M. Westervelt and Commander Jerome Hunsacker, all of the Naval Bureau of Construction and Repair, and W. L. Gilmore, Commander H. C. Richardson and Henry Kleckler, who were associated with the members of the bureau in designing the NC-4.

At the end of the dinner the host sang out orders similar to those which had ushered the guests to their seats, but referring this time to the landing at Plymouth. Several quartets, all in sailor's garb, sang during the dinner.

Warship Work Delayed

Progress on the construction of two new 43,000-ton battleships at the Brooklyn Navy Yard is being held up because of the failure of the Navy Department to close contracts for engines and machinery.

Officials of the navy yard said yesterday that they have been making determined efforts to have the proper authorities award these important contracts, in view of the fact that it will mean more than \$4,000,000 worth of work for the machinery division of the yard and two years' employment for a large force of men.

The Vigor of Swift & Company Continues Only Because of Service

The only "control" over the packing industry is the "control" that gathers about the ability to do a necessary job in the best way.

Swift & Company has reached a leading place in the industry because the size and character of the job of providing a nation's meat require the wide and thorough organization, the experience and devotion to duty, found in an institution like Swift & Company.

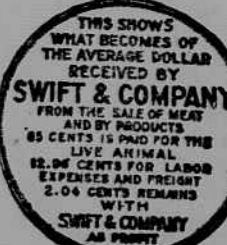
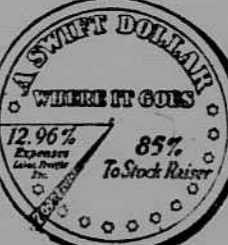
The moment Swift & Company ceases to perform its functions of usefulness with the greatest efficiency and satisfaction to the people, its position in the industry will vanish.

Swift & Company service is performed at a profit of a fraction of a cent per pound.

Let us send you a Swift "Dollar". It will interest you. Address Swift & Company, Union Stock Yards, Chicago, Ill.

Swift & Company, U. S. A.

Seventeen Wholesale Distributing Markets in Greater New York Central Office, 32 Tenth Avenue G. J. Edwards, District Manager



Fore a brassie taste, putt a Life Saver on your tongue. You'll enjoy each nibble-lick 5¢

LIFE SAVERS
THE CANDY MINT WITH THE HOLE